



# THE HIGHWAY



VOLUME 4 — NO. 7

TRENTON, NEW JERSEY

FEBRUARY, 1946

## ASSUMES HIGHWAY DUTIES



Commander Charles M. Noble, State Highway Engineer, at his desk in the State House Annex. — Tweeds have replaced Navy Blue.

## A MESSAGE FROM COMMANDER NOBLE

It is an inspiration to join the New Jersey Highway Department, particularly at this time. The Garden State has always been a leader in highway affairs and has created a magnificent transportation system. At this moment, however, a still larger vista of accomplishment lies ahead and the Department faces the challenge of a rapidly moving, expanded construction program in order to meet the heavy demands of accumulated traffic loads which have well nigh paralyzed existing facilities in several sections of the State. Those new facilities will be designed in step with the dynamic tempo of modern traffic.

There is every promise that the lean days of past years are coming to an end. During the war highway construction virtually came to a standstill throughout the United States, and in addition, there had been serious curtailment of construction in this State for several years prior to the war, with the result that there is now a tremendous backlog of improvements needed to again bring New Jersey abreast of traffic needs.

At this moment there is an awakening to these traffic needs and a realization that construction can no longer be delayed if this State is to retain its position as the "Cross-roads of America," and maintain a healthy industrial, agricultural and recreational position, as well as continue to be a desirable place in which to live and work. Through the able and broad leadership of Commissioner Miller the urgent highway transportation requirements of the State have been developed and through his vigorous presentation, the people have been brought to a realization of the need for a prompt and intensive highway construction program.

### Huge Program Ahead

The most pressing and urgent of these needs have been formulated by Commissioner Miller and approved by the Governor in the form of a five-year program, totalling \$150,000,000. The passage of the necessary legislation to effectuate the plan appears imminent. This expression of confidence by the Governor and the Legislature places a heavy burden of responsibility on every employee in the Department in order that this great program will get under way promptly. I feel sure every member of the Department welcomes this challenge to again make New Jersey a world leader in highway transportation.

This great program has not been conceived along small lines, but upon broad principles in step with the dynamic requirements of modern

motor transport. The freeway principle for the heavily developed industrial areas has been adopted so that grades will be separated, opposite direction traffic will be separated, access to the highway will be restricted to specially designed interchange facilities, and ribbon or "wildcat" development along the right-of-way will be prohibited. Design of this nature will enable all classes of truck and passenger car traffic to flow smoothly, safely and uninterruptedly at all times.

In addition, and for the first time in New Jersey, a system of parkways will be developed which will permit a vast number of passenger car drivers to travel with pleasure, comfort and safety amid pleasant surroundings, whether for business or for recreation. These parkways will have all the modern traffic and safety features of the freeway, but will be restricted solely to passenger cars.

### Long Range Planning

Besides the parkway and freeway program, the improvement and modernization of the existing State System will go forward at an accelerated pace, and the State Aid projects will continue.

Highway Planning is a most important function of the Department. No program can proceed successfully without a long range plan and one which is being constantly developed in the light of changing conditions. It is important that there should be increased emphasis on planning in urban and densely populated areas.

All of these activities will impose a greater responsibility on the Maintenance, Electrical and Equipment Divisions, for no facilities, however well constructed, can be operated without adequate maintenance, and maintenance cannot function without equipment.

A tremendous role is being played by the Public Roads Administration in the re-vitalization of the highway construction program throughout the United States as well as in New Jersey. The Federal Government is contributing more heavily toward highway construction than ever before and this is particularly true in this State, due to its urban character.

This year Public Roads Administration have allocated \$9,433,000 to New Jersey for new construction, and this will necessitate continued and expanded cooperation between the Department and Pub-

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## The Stage Is Set

The enactment by the New Jersey Senate of the first parkway and freeway legislation is not only an historic but also a notable event. If the Assembly concurs and the Governor approves, the 1946 Legislature will add to the constructive accomplishment of the 1945 Legislature which passed the first enabling Act for Freeways and Parkways in New Jersey. What still remains to be done is for the Legislature to appropriate the money—not an unimportant consideration. But the recommendation in the Governor's Budget for a sum of ten million dollars each for the development of the first freeway and parkway Routes 100 and 4 should go a long way on the road to secure legislative approval.

The relocation of the alignment of Route 100, which was necessitated by further engineering studies, received the unanimous approval of the New Jersey Senate in S-58. That action, taken together with the decision to make Route 100 a controlled access road, is an indication of the distance we have travelled in securing public acceptance of the principles of modern highway development.

It is not without significance that the Parkway Bill S-59—the same number of the successful Assembly bill of last year—was passed without dissenting vote for the first parkway traversing the State from Route 6 in Passaic County to Cape May at the tip end of the State.

This affirmative and forward-looking action of the New Jersey Senate but heightens the responsibility of the Highway Department to speed the preparation of plans and the necessary specifications so that contracts can be let and work begun during a full construction season of 1946. It will afford an opportunity for the Public Roads Administration to aid in the construction of an important link in the Inter-state System.

With the whole-hearted cooperation of the Public Roads Administration assured, with large Federal funds available and highway needs demanding prompt and bold action, the stage is set for what should be a big program ahead. It is an inspiring challenge for all of us in the Highway Department.

*Spencer Miller, Jr.*

State Highway Commissioner

## Traffic and Financial Surveys Contain Valuable Information Relative to New Jersey Roads

### Wealth of Factual Highway Data Available for Departmental Reference

This is the second of two articles dealing with the functions of the office of the State-Wide Planning Survey. In the first of these articles, appearing in the January issue, an outline of the Road Inventory Survey was given, along with the type of information available for general use within the Department.

This article will deal with the second and third phases of the work done by the Planning Survey, namely, traffic survey and financial survey. The traffic survey is a study of the relative uses made of highway facilities. This survey consisted of a classified density count of traffic at 378 key stations, counted 18 times a year on a pre-arranged schedule; 675 blanket count stations, counted seasonally or four times a year; and, 5117 stations, counted for an 8-hour period, one day a year. In this manner a count was secured at a total of 6170 locations, which comprises approximately every other road intersection in New Jersey in rural areas

and on through roads and streets in urban areas.

The traffic was classified as to passenger cars, light, medium and heavy trucks, tractor trucks, trailers, and buses. In all instances the state issuing registration was noted. Turning movements were recorded at all counting stations.

### Maps Show Traffic

Through the 378 key stations and the 675 four-count stations, factors or controls were established for expanding the counts at the short count locations to obtain an estimate of the 24-hour annual average traffic on each mile of rural highway in the State.

These annual averages have since been mechanically tabulated and when used in conjunction with the road inventory tabulations

## Adjective Ratings Used As Result of C. S. C. Directive

### Numerical Marks Unaffected by Terminology Used

On November 20, 1945, a directive was received from the Civil Service Commission which stated in part "...the employee will be notified in writing by the department of his final merit rating in terms of Unsatisfactory, Fair, Good, Very Good, or Excellent."

Prior to receiving these instructions, the Highway Department had used the following designations:

- 60-65—Placed on Probation
- 65-73—See Immediate Superior
- 73-87—Very Satisfactory
- 87-above—Excellent

Upon receipt of the directive, the Department adopted the prescribed adjective ratings to cover the numerical markings as follows:

- 60-65—Unsatisfactory
- 65-73—Fair
- 73-82—Good
- 82-90—Very Good
- 90-above—Excellent

It can be seen from this that an employee could actually raise his numerical marking from 87 to 89.9 and at the same time receive an adjective rating of Very Good rather than the mark of Excellent formerly received. Also a person who attained an average of 73 the first time and received a letter stating that his or her services were Very Satisfactory, might have bettered that mark by 8.9 points and receive, this time, a letter stating that their services were good.

The thing that counts in this efficiency rating system is the mark you receive and not the adjective designation. This mark can be obtained from the Civil Service Commission upon application. No one should be disturbed over the results of the last ratings until he has taken the trouble to determine what his actual mark was.

## Fernwood Gardens Again Available

### Many Employees to Grow Crops Again This Year

For the fourth year the garden plots at Fernwood are being made available to Highway men and women who desire to grow their own vegetables. As in previous years, this tract will be fenced in to give maximum protection.

In order to obtain a garden plot, it is necessary to make application to Robert S. Green, Landscape supervisor, at 148 West State Street, Trenton, before March 1. Forms for this purpose have been distributed and should be used. If you don't have such a form, send the following information to Mr. Green: your name, home, address, phone, and division in which you work. If you have had a garden previously, send in the number of your plot.

In order that no garden will remain uncultivated throughout the season, it has been definitely determined that any plot not under cultivation by May 6 will be reassigned.

New applicants will be assigned a garden in the order of receipt of applications. Since certain sections of this tract are considered to be somewhat better than others, it is to your advantage to file your request early.

make it possible to compute the number of vehicle miles driven on any section or system of highways. Traffic figures have also been entered on the County Base Maps and are being used in compiling a traffic map of the entire State.

### Make Loodometer Survey

In order to make the survey as comprehensive as possible 36

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# THE HIGHWAY

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## THE MAN WITH THE HOE

Much food for thought is contained in the recent announcement by the Landscape Division that Spring is just around the corner and that Fernwood garden plots will again be available in this year of peace.

Just as a war-weary world looked forward to the day when peace would be restored, so it is that in late Winter folks of all ages yearn for the buds of Spring to return to a drab countryside. To some the anticipation of Spring means planning that new Easter outfit, to others a relief from the chores of fire tending. To gardening addicts, however, it is a signal to get out the seed catalogues and plan bigger and better crops. And don't be ashamed of that impulse to dig in the soil of your garden—it has been an urge within man from time immemorial.

There are two very good reasons for planting that garden this year. In the first place, it will go far toward relieving the strain on your budget. But even more important, it is a way of helping the starving millions throughout the world, by making available a greater surplus of food stocks.

If neither of these reasons appeal to you, try a small garden as a tonic. It is surprising how the cares of the world vanish when you don some old clothes and become the Man With The Hoe.

## Ten Year Club Names Committees For Coming Year

W. Eugene Beckner, president of the Ten-Year Club, after consultation with the Executive Committee which is composed of officers of that organization, announces the following appointments to various committees for the year 1946:

**Entertainment**—Flavin A. Ireton, chairman; Harold J. Jemison, Kenneth B. Craft, James J. Malloy, Arthur Hancock, John Patrick, Clarence Seales, Michael Lesnask, Kirk Schenck, Edward Baumann, Russell Henry, William Carnival.  
**Membership and Dues**—Arthur J. Egan, chairman; Charles J. Doherty, Robert Simon, Edward A. Crawford, Jonathan Watt, J. H. Carpenter, Joseph R. Hunt, William Wharton, Edward McCordell, Owen B. Rodgers, Henry Johnson, Samuel E. Bullock, Neil MacDougall, Harry Marvin, L. S. Buzby, W. L. Braybrooke, T. E. Olsen.

**Welfare**—Cyrus Card, chairman; Charles Hurley, Charles Fearnley, Allen C. Ely, Arthur J. Lichtenberg, Robert G. Martin, Velt Sams, Ralph Sherman, Joseph R. Hunt, Charles F. Hunt.

**Highlights**—Arthur J. Lichtenberg, chairman; Clifford Wear, Norman G. Horner, Alex. Cohen, Sven Hedin, Jacob Brower, Harry Beilinson, William Ryan, John Deiter, Henry Weber.

**Nominating**—Earl L. Storer, chairman; Peter Cimbala, Anthony W. Kuhn, Oliver Doll, Wilbur H. Spencer, Russell Cook, Norman Lister, J. C. Smoliga, Richard Goldy, John S. Ruhlman.  
**Constitution and By-Laws**—Charles I. Levine, chairman; Marcel Ludasy, Charles Hurley, W. Carman Davis, Charles Fearnley, Fred Dileo, Antony V. Esposito, Chris Kucker, Joseph R. Hunt, George Cubberly, T. W. Emmons.

**Service Awards**—Herman Kramer, chairman; Chris E. Kucker, Eugene J. Palmer, Wilbur H. Spencer, Robert G. Martin, Fred C. Claus.

**Publicity**—Marvin A. Riley, chairman; Frank A. Reddan, Charles J. Engennach, Frank J.

## Notice?

HAVE YOU NOTICED...  
HOW MANY MORE OF  
YOUR CO-WORKERS.....

HAVE BEEN SENDING  
IN SUGGESTIONS  
THESE DAYS ?.....

THEY SAY THEY LIKE  
THE SUGGESTION PLAN  
BECAUSE THEY GET  
IMPARTIAL EVALUATION.....

BESIDES THE REAL  
SATISFACTION OF  
SEEING THEIR IDEAS  
PUT TO WORK.....

TRY IT YOURSELF!

YOU WILL VALUE  
THE EXPERIENCE....

MAKE A  
SUGGESTION!

Matzer, James Driscoll, A. W. Hinken.

Investigating—Eugene J. Palmer, chairman; Clyde W. Case, Harry Hill.

Auditing—Oliver F. Lozier, Chairman, John Watt, Harold Palmer.

**Historian**—Paul Sefrin.  
Flavin Ireton, chairman of the Entertainment Committee, reports that plans are well under way for the Spring Meeting of the Club, and full details are promised in the near future. Art Egan, Financial Secretary and Chairman of the Membership and Dues Committee, would remind you that dues for the year 1946 are now being accepted. How do you stand?

## CONSTRUCTION COMMENTS

Fred C. Claus

TRENTON  
Alex Cohen

Our sincere sympathy is extended to Paul Steen upon the recent death of his father who passed away in Florida. Mr. Steen was a retired railroad employee and for many years had spent his winters in Miami.

Harold W. Giffin, Engineer of Survey and Plans, returned recently from Oklahoma where, at the Skirvin Hotel in Oklahoma City, he attended both the 25th Annual Meeting of the Highway Research Board and the Annual Meeting of the American Association of State Highway Officials.

Our sincerest sympathies are extended to Oliver Lozier upon the recent passing of his mother.

### MONTCLAIR OFFICE

David Pettigrew

It was with deep regret that we learned of the death of Norman Shaja's father. Norman is still stationed at an army camp in South Carolina, and the Highway boys extend their condolences to him and his family.

Well, the time has come when the second in command of our R. O. W. Division, the genial Harold S. Weiss, has passed into the ranks of the Benedicts. Harold was married at the Riverside Plaza Hotel, New York City, on Feb. 10, 1946. All the boys wish you good luck, and a happy, peaceful and prosperous married life.

The writer has recently received a letter from Bert Black. Will the boys in the ASBURY PARK and NEWARK office take note—Bert is now in TORONTO, CANADA, and is working on a Municipal Program of expansion. To anyone wishing to write Bert, his address is 1527 Queen St., West Toronto, Ontario, Canada.

We welcome back Capt. Raymond Simpson after 4½ years in the Army. During his service, he spent some time in the Philippine Islands and was also at Richland,

Washington (one of the plants where the Atomic Bomb was made). Raymond has had a number of varied experiences and has seen many things, but he looks well and is now "hitting the ball" for the Highway Department.

There is a \$64 question going around this office:—"Who caught the wild-cat in the Caldwell Township woods along new Route 8?" Dick Waugh is supposed to have the answer. So, Dick, do your stuff.

We wish to extend our sincere sympathies to the family of James English. Jim, a former Highway Inspector, had been attached to this office, and previously was with the Construction Division and also the State Projects Division.

### PERTH AMBOY OFFICE

Howard F. Koons

Mr. and Mrs. Donald M. Newman of South Belmar are the proud parents of their first child, Claudia, born on the 14th of January at Pitkin Memorial Hospital, Asbury Park.

A daughter, Carrol Kathleen, was born to Mr. and Mrs. James J. Farley of Newark on January 12, 1946, at Presbyterian Hospital, Newark. This is the Farley's third child. Congratulations.

On Thursday night, February 21, the personnel of Perth Amboy Office held an informal dinner dance at The Pines on the Lincoln Highway, Route 27. The presence of the ladies contributed greatly toward making the affair a success.

**TRAFFIC NOTES:** Mr. Taylor, formerly of the Electrical Division, and recently discharged from the U. S. Army, is back at his desk in Wes Bellis' office. Mike Vericola, feeling and looking well, is back at work on the traffic clocks. Fred Guenther states the cold on the highways. Fred, by the way, does all right on the stock market. How about a hot tip, Fred?

## Administration Division

Arthur Egan

Gene Palmer has returned to his home from Jefferson Hospital. We are glad to report that Gene is making real progress and should soon be his old self again. His many friends in the Department swamped him with greeting cards on the occasion of his birthday. Gene desires to express his gratitude for all the kind remembrances.

With a record of more than 66 months in the army, Charles A. Hurley, Jr., has received his release from the service. He made the long trek home from his base along the India-China border, via the Pacific to Seattle and Fort Dix.

Elmer (Chubby) Boscov of Bill Wildblood's office has returned to his duties with the Department after receiving his releases from the Navy.

Paymaster Edward McCordell has just completed his 22nd year with the Department without having missed a day from work—vacation and holidays excepted. Ed on his enviable record and his exceptional good health.

Another soldier recently released from service is Frank Lacomchick, who has returned to his duties in the Tabulating Office.

Joe Petta, formerly of the Mail Room and now an ex-service man, visited many of his friends in the Department. Joe plans to leave with his wife and family for Phoenix, Arizona, where he expects to enter business.

John Egan attended the "Ice Follies" in Philadelphia and reports it is quite a colorful extravaganza. Extravaganza that is.

**CHATTER:** Clyde Case was confined to his home for a few days with a severe cold. George Derick is also a doctor's patient at his Clifton home. Neil Ken-

## BRIDGE BRIEFS

A. J. LICHTENBERG



Just a shadow of himself

Morris Goodkind, Bridge Engineer, returned recently from a spirited session of a meeting of the American Association of State Highway Officials in Oklahoma City. He participated in the deliberations of the Committee on Bridges and Structures.

John Patrick has announced the birth of an 8½ lb. granddaughter, Sandra Lou Keesling, born to his daughter Ethel on January 18th in Trenton. The parents reside in Hollywood, Calif. and will return there in the near future.

**BRIEFS:** Stae Kanyuh surprised and elated when a local department store floorwalker asked if she wished a pair of nylons. Quick as a flash Stae replied, "Sure, wouldn't you?" She has them. L. C. Petersen enjoying a well earned vacation in Pensacola, Florida. Arthur H. Stetser pinch hitting on the Camden job. Fred C. Dileo taking a mid-winter vacation. Albert Lee loaned to the S. and P. and currently assigned to the Upper Montclair Office. Geo. A. Hefferman eyeing the Florida folders. Harry M. Bergen on the Passaic River Route 25 M job. Frank S. Wilson and Paul Gabrenas the M.I.T. boys talking it over one evening. Chas. Spence assigned to foundation work on the Route 25 Camden Circle bridge work.

County Constable: "Pardon, Miss, but swimming ain't allowed in this lake."

City Miss: "Why didn't you tell me before I got undressed?"

County Constable: "Well, there's no law against undressing."

Office visitors included: Chester Appleton, Ken Yates, Sam Rankin and J. J. Koffler. Wilbur Spencer bi-focaling. Bert Herron recovered from a bad pneumonia attack and motoring the Florida to charge his batteries. Jack Evans, Jr. as good as new after a slice by his M. D. Gardening enthusiasts signing up for Fernwood plots. Fifteenth Annual Dinner of the Bridge Division Club, Robert Treat Hotel, Newark on February 26th. Commissioner Spencer Miller, Jr. and Highway Engineer Chas. M. Noble speakers. Remember, the mind is like a parachute, it functions only when it is open.

Nedy has returned from the Pacific and is returning to duty in the Department. Glad to see Josephine Cintia back on the job again after her recent illness. The Paul Cranmers are looking forward to their son Bob's first visit home since joining the Army last August.

### OFFICE

This officework is complicated More so than is indicated. When job is done and quite complete

And plans are finished, very neat. Quantities checked in perfect score.

All work is done—there is no more?

Don't be surprised, it's bound to come.

A change or two, there are always some.

There's always "let's change that or this,

Let's fix the line so it will miss By just an inch or so this way,"

And so it goes, from day to day.

FRANK J. SPAGNOLA.

### FOUND

A gold watch and chain with penknife attached has been found at the entrance gates at Fernwood. Owner can obtain same upon identification by contacting Luke Reilly at Highway Laboratory.



## Your M. C. presents— THE LADIES... Bless Them

Diary of the B.G.s

January 14th

Dear Diary:

The fraternity pin which had us wondering has proven itself most significant. As it was so aptly put in her office, Lorraine Finkle received a bunch of carats! Not only the leaves turned green with envy at the sight of that diamond set in iridium platinum, but envy was only secondary to the sincere enthusiasm for Lorraine's happiness. The lucky man? Mr. Harold Orland.

January 15th

We'll long remember Marie Cristian's face suffused with surprise and joy at the sight of the long table at the Stacy Trent lined with the familiar faces of her co-workers and friends in the Department who had gathered to bid her a fond farewell.

January 19th

Today Bernadette Johnson, radiant in a white satin wedding gown, uttered the sacred vows of matrimony at St. Joseph's Church witnessed by a large turnout of her Highway friends. Upon returning from her honeymoon in New York City, "Bernie" will resume her duties in the Projects Division as Mrs. Thomas McTigue. We can think of no nicer wish than a long and happy life together.

January 26th-27th

Sunshine reflecting brilliantly on ice and snow might drive most of us to the warmth of a fireplace and dreams of the sunny South. Voltaire (not Confucius) says, "Cultivate your own garden"—so Mabel and Fred Beans defied the winter winds and indulged in a week-end of winter sports at Pompton Lake.

Mid-winter vacation

White sand, pink coral and blue sky... palm trees and cocoanuts... sun glasses an absolute "must" by day... Lincoln Road by night... spell Florida and "having a wonderful time." With Miriam Devlin it's a reality. With Mildred Friedman it's anticipation soon to be realized.

February 5th

This noon we feted Mary Filipponi in honor of her pending marriage and presented her with a lovely china vase. The White Gate's delicious chicken a la king luncheon was heartily enjoyed by Lorraine Finkle, Edith Toth, June Walters, Alice Carroll, Marie Cristian (who joined the B.G.s for the occasion), Anne Manion, Josephine O'Hara, Dorothy Blinn, Fanny Brenna, Bertha Cunningham, Agnes St. John, Florence Millerick, Ruth Moran, Mabel Beans and Claire Laczoni.

February 11th

It is with deepest regret we note today as the one on whom funeral services are being held for Sylvia Lefkowitz who died at Temple University Hospital, Sylvia, who has been absent from the Department for the past year undergoing serious operations, was held in the highest regard by all her associates.

## Commander Noble's Message

(Continued from Page 1)

lic Roads Administration in developing plans and in construction.

The challenging program ahead is breathing life and vigor into and throughout the Department. It will require continued cooperation, loyalty and teamwork on the part of all hands to swing the job.

Each employee, no matter how big or small his or her position may be, has an intimate part and personal responsibility in this great undertaking. We should think of the Department as a great team, all working together to one end—that of giving the State of New Jersey the greatest system of modern highways in the world. Teamwork won in the great war just past, and it will win in this great task ahead.

Let us go forward as a team, resolved to meet the challenge and to place New Jersey first in highway transportation.

CHARLES M. NOBLE,  
State Highway Engineer.

## Beaver Dam or Dam Beaver

Through an Ocean County road in Jackson Township a 2½ foot culvert exists, bottom of which is about 5 feet below the road surface. The County Road Foreman's attention was called to the fact that the upper end of this culvert pipe had become stopped up and a lake had formed upstream from the road for a considerable distance—to such an extent that one farmer had to wear rubber boots to get from one field to another.

Upon investigation the County road men found that beavers had caused the trouble and had so completely blocked the end of the pipe with matted roots and debris that it was a major operation to get it out and restore conditions to normal.

Before the obstruction was removed, however, three of the beavers were trapped and moved to a location fifteen or twenty miles away. No more was thought about the matter until a few days later when it was reported that the lake had again formed upstream from the road. Investigation showed that the beavers had built their dam in an inaccessible place where it could not be reached from either upstream or downstream ends of the culvert, being exactly in the middle.

Effort were made by the local fire department to blow out the obstruction by the use of the fire hose, but this failed. The only solution was to excavate a hole in the road above the obstruction and cut out a piece of corrugated iron pipe, in order to reach the debris.

It seems that beavers are brought to this location by someone interested in the preservation of the beaver species, who claims that they are smart and cute, but can apparently advance no other reason for having them around, as they cannot be killed, inasmuch as there is a fine of \$100.00 coming to anyone who shoots one. The road department men do not call them cute little beavers, but "Dam Beavers." That expression can be taken any way one chooses.

The above article was sent in by Harry C. Shinn, a former Highwayman, now County Engineer of Ocean County.

## EQUIPMENT ITEMS

—JAMES O'ROURKE—

After paying rent for the past ten years, Harry Gore decided that he liked the house well enough to buy it. So in January he became a full-fledged property owner.

Jim Flavin at Fernwood purchased a home in Trenton approximately nine months ago and has been in court six different times trying to obtain possession, with no luck as yet. He would welcome any suggestions.

The stork finally caught up with the Stewart Longs, arriving on January 18th with a 7½ lb. boy. Mother and son stood the ordeal very well, but Longie needed three weeks to recuperate.

Captain Al Baytel is spending part of his terminal leave vacationing in Florida. He expects to be discharged upon its expiration and we are looking for him to be back in harness once again.

Four ex-G.I. Joes were added to the staff at Fernwood as Mechanics Helpers. They are Frank Lesnak, John Washliukie, Albert Walz and James L. Gallagher, Jr. To them we extend a hearty welcome.

While driving through Secaucus on January 29th, Tom Doell was heard to remark that he was married in that town but ever since he had been unable to find the house in which the ceremony was performed. This brought out that Mr. and Mrs. Doell were celebrating their 25th wedding anniversary on January 30th. Our congratulations to them on this occasion.

Tim Brennan realizes he is getting old when he became a grandfather for the second time. The stork left a bouncing baby girl at the home of his daughter on Feb. 6th. He is now ready for his pipe and easy chair and all the other comforts of an old man.

## LABORATORY LINES

Norm Schaller

Decorated



The above photograph shows Eddie Pollock of the Lab forces receiving the Presidential Unit Citation from the Captain on board the Aircraft Carrier San Jacinto somewhere in the Pacific. The citation was given for duties performed while Eddie was aboard the Aircraft Carrier U.S.S. Bogue on submarine warfare in the Atlantic.

Ralph Sherman reports that his son, Wendell, has attained a T-4 rating and is in charge of two T-5s, two PFCs, one private and twelve Italians in the kitchen. Wendell writes that he is gaining weight, and this is easily understood.

Sam Scalzitti is convalescing at Saint Joseph's Hospital in Paterson after undergoing an appendectomy operation on Monday, February 11. We wish Sam a speedy and complete recovery.

Jack Uhler has returned to duty after vacationing. Those embarking on vacations include Russ Sigafos, Andy Decker and Happ Manning.

A recent week was an ordeal for Gladys Carlson, who not only fought a very bad cold, but completely lost her voice.

## ELECTRICAL FLASHES

John Kilpatrick

This month's issue seems to be mostly arrivals and illness. Major Hays returned from the west and the flu bug hit him. Don Henderson said, "You can't do this to me," so he contracted the gripe. Jack Eades and his wife have both been ill. Mike Scarpone's mother has also been on the sick list.

Al Wright, Jr. received a welcome Valentine's present when his wife's picture appeared in the Trenton Times, as having been on a boat docking in New York. According to the old man, all papers and the Red Cross have her on different boats docking at different times.

Frank Harris is a grandfather. His daughter gave birth to an 8½ lb. boy on Feb. 13th.

Joseph R. Hunt is again in the ranks of the civic spirited Department members. Joe was elected as chairman of the recently organized Bordentown Township Zoning Commission. Another of the members of the Commission is Wilfred Watson of the Flemington office of Survey and Plans.

On January 30th John Budd reported for work on the 12 M to 8 A.M. shift at the Nacote Creek Bridge. A fire started at his home at 2 A.M. Within a very few minutes Arlington Wilson, Tate Cramer, Harry Howey and several other bridge operators either went to the bridge to relieve him or phoned to see where they could help most.

## MAINTENANCE NOTES

—GENE BECKNER—

Returning veterans this past month include Attilio Pesaniello, of New Brunswick; Kenneth Davison, of Wanamassa; George Myers, of Asbury Park; Clyde Stoll, of Hainesville; John Knox, of Clinton; Robley Champion, of Port Republic; Victory Bozone, of Hasbrouck Heights; Tone Calise, of Hackensack; and Harry Stillwell, of Trenton. All of these men have either already returned to work or are on vacation leave prior to their return to active duty. We extend to them our most cordial welcome on their return to work.

Earl Clayton who works for Assistant Foreman Ernest Youmans down in Ocean County, was painfully injured in an automobile accident off the job during January. He has since returned to work after being forced to the sidelines for several weeks.

Harrison Southard, of Franklin, who returned to work with Foreman Sydney Webster's maintenance crew last December from military service, was married recently to Miss Martha Crum, also of Franklin. The wedding took place at the Hamburg Presbyterian Church on Saturday, January 26. We join with his maintenance crew in wishing Harrison and his bride well on their new venture.

Erwin W. Hartman, of Somerville, who works for Foreman N. J. Pendergast, is now a patient at the Menlo Park Soldier's Home. Erwin was one of the first of this Division's employees to return to work from military service back in June, 1944. Since his return his health has never been good, and it is hoped that his sojourn at the Menlo Park institution will prove beneficial to him.

Charles Meisch, a member of Foreman James Laing's crew up in Jersey City, has returned to work following an illness of several months.

Foreman Walter B. Durand and his wife, of Red Bank, recently received a most welcome letter regarding their 20-year old son, Sgt. Joseph V. Durand, now serving with the 102nd Division in Beyeruth, Germany. The letter was from young Durand's commanding officer, Capt. Wm. F. Kidder, and expressed Capt. Kidder's pleasure in having Sgt. Durand in his company and of his pride in the Sergeant's accomplishments. Sgt. Durand, a graduate of Admiral Farragut Academy, enlisted in September, 1944. He went overseas soon after and was on combat duty until VE Day.

Our sincere sympathy is extended to Mr. Lewis B. Dunn, an employee in one of our Sussex County maintenance crews, whose son, Millard Dunn, died suddenly on Thursday, January 24th at the age of 38. Mr. Dunn's sudden death

came as a shock to his friends and relatives in the community of Franklin. Besides his parents and wife, he is survived by four daughters, Marlene, Sandra, Janice and Cheryl.

Foreman T. F. Carter, of Vineland, has returned to work following a trip to Florida. Ted's wife has been ill for some time from a complication of diseases and upon her doctor's recommendation Ted journeyed with her to Florida just before Christmas of last year. He returned during the first week of February and we are pleased to report that Mrs. Carter's condition seemed much improved.

Even this cold weather doesn't dampen Jimmy Walter's enthusiasm for the Trenton Spartans Baseball Club. Jimmy recently attended the annual banquet tendered the various clubs in the Inter-State League by the Baseball Writer's and Sports-caster's Association held in Lancaster, Pa. on Thursday, February 7th.

It is with regret that we report the death of Foreman John J. McCulloch, Jr., who died Friday, February 1st, at his home, 129 Brunswick Avenue, Trenton. Foreman McCulloch, who during recent years worked in the inspection forces under Supervisor E. L. Storer, was employed by the Department on May 26, 1925, and continued in the Maintenance Division until his death. He was a veteran of World War I, serving overseas with Company C, 104th Engineers, 29th Blue and Gray Division in the Meuse-Argonne Sector of France. Survivors include two sisters, Miss Margaret McCulloch and Miss Helen G. McCulloch, to whom we extend every sympathy.

Miss Helen Bruther Woodruff, daughter of Mr. and Mrs. F. D. Woodruff, was married recently to Mr. Francis J. Platt, of Trenton. The very beautiful wedding took place at the Blessed Sacrament Church, on Saturday, January 19th.

Connie Elston, son of Mrs. Eleanor Elston of the Trenton Office, has received his honorable discharge from the United States Coast Guard and is now spending his terminal leave here in Trenton pending resumption of his duties with the U. S. Department of Health in Washington, D. C. At the time of his separation from the service, Connie held the rank of Lieutenant (J.G.).

Bill Kahn, son of Tony Kuhn, recently came up with a pleasant surprise for Dad. Bill, who since his return from sea-duty in the Pacific, has been attached to a shore unit at Boston, Mass., brought home with him recently the Bronze Star Medal. The medal was awarded for outstanding service and devotion beyond the call of duty during enemy action off the Philippines during that invasion. After reading the citation which disclosed the situation which Bill and his shipmates on board the PT Boat met and escaped largely through Bill's efforts, we join with Tony in grateful thanks that they all got out alive.

## A LOT OF MILES

### TRANSPORTATION REVOLUTION CREATED BY THE MOTOR VEHICLE



PASSENGER MILES TRAVELED IN U.S.\*

RAILROADS: 43 BILLION MILES

THE MOTOR VEHICLE: 38 BILLION MILES

RAILROADS, ELECTRIC RAILWAYS, AIRLINES: 58 BILLION MILES

THE MOTOR VEHICLE: 527 BILLION MILES

In case you don't think the automobile is here to stay, take a look at the above chart which appears in the State Highway 1944 Annual Report. It shows a comparison between the miles traveled in 1918 on railroads and by motor vehicle, and the miles traveled in 1941 by automobile, compared to the number in which America moved by railroads, electric railways and airlines. This is why we need more and better highways.



# PARKWAY & FREEWAY BILL GETS UNANIMOUS SENATE APPROVAL

Favorable Action by Assembly Forecast

Two of the biggest roadbuilding programs ever undertaken by New Jersey, the construction of Routes 4 and 100, received unanimous Senate approval, Monday, February 11, 1946. Favorable action by the Assembly Highway Committee is expected when the Legislature reconvenes on March 4.

Route 4, designated as a Parkway, will ultimately extend from the vicinity of the George Washington Bridge to Cape May. Route 100, also starting at the Bridge, will parallel Route 25 as far as North Brunswick Township, where it will connect with Route 26. Senator Pascoe, sponsor of the bill, said that Route 100 was a \$50,000,000 project to be carried out over a period of 5 years.

Commissioner Miller, sitting beside Senator Pascoe as he outlined the State Highway Department's plan to the press, said that the Highway Department is ready to begin construction this year and that department engineers "have in mind" the moving of 2,000,000 cubic yards of earth before this year ends.

Governor Edge has earmarked \$10,000,000 for each of these highways in his budget message, and the Legislature's approval is expected on the appropriation bill when it comes up next month. The Commissioner also said that he will advertise for bids as soon as the money is made available.

To illustrate the comparative costs of the project, Senator Pascoe said, estimates showed that Route 4 from the Essex-Union County line to the Edison Bridge would average \$2,000,000 per mile, and from the bridge to Cape May the average was \$300,000 per mile. The Parkway will be not less than 300 feet wide, Miller said, with landscaping on either side, and narrowing somewhat through heavily populated areas.

The Route 100 Freeway will be available to commercial vehicles as well as pleasure cars, and will involve the construction of bridges over the Hackensack and Passaic Rivers, parts of Newark Bay and the Elizabeth and Rahway Rivers. Probably Route 26 will be rerouted around the center of Trenton to eliminate a city bottleneck, and eventually the route will continue along the Delaware River from Trenton to Camden, said Pascoe.

The enormity of the traffic loads contemplated when these projects are completed was evident in the statement of Commissioner Miller who asserted that the Edison Bridge at Perth Amboy, completed as late as 1941, will be unable to accommodate the peak traffic volumes, and that a new high level bridge over the Raritan River will, in all probability, be needed.

## New Safety Manuals In Hands of Employees

Represent First Step in General Employee Safety Program

The new safety manual which was recently distributed to all employees throughout the State Highway Department represents the first step in an overall safety program which is being undertaken by the Safety Committee.

This committee was appointed by Commissioner Miller in an effort to reduce accidents involving Highway personnel consists of: Charles I. Levine, chairman; W. Carman Davis, secretary; Edward E. Reed, Supervisor of State Aid Projects; Walter Johnson of the Testing Laboratory; Fred Moetz, William Dix and Alfred Taylor of the Maintenance Division; Halbert Phillips and William Van Breeman of Survey and Plans; Dorland J. Henderson of the Electrical Division.

Among the other accomplishments of the committee are the redesign of standard "men working" signs and large warning barricades. Both these appurtenances have been thoroughly field tested and are now ready for assembly in sufficient quantities to supply all maintenance crews and other field forces.

Larger size red flags, as called for in the manual, will also be distributed as soon as materials and necessary labor are available.

## PROJECTS PARAGRAPHS

E. L. MEYER

George Kraus is back at work in the Projects Office again after an absence of nearly four years. George was a Captain in the Army and just recently returned from Okinawa.

The Projects Division wishes to express its sincere sympathy to John Ruhlman who recently lost his father. Floral pieces were sent by the office force and by the Projects Engineers.

Assistant Supervisor of State Aid Projects, Frank E. Harris, has finally gotten around to that Florida vacation. Don't look for him back until March. We hope he enjoys every minute of his time there.

Speaking of Florida, Captain Tom Labar is vacationing there before returning to work as a Projects Engineer. Tom has also been on Okinawa.

Bob MacMullin, formerly of this office, is also spending a few weeks in Florida. There should be some fine fishing parties down there.

Lt. Colonel Bill Paul has returned from Okinawa but is still in the Army. He may decide to spend another year or so in the service.

Sam Hann, who was a Chief Warrant Officer in the Navy and who spent a couple of years in the South Pacific, has also returned to go to work.

Sgt. Al Sustick is another reported back in the States from China, and we understand, contemplating marriage.

Bernie Johnson is back at her desk again after her honeymoon. She is now Mrs. Thomas McTigue.

## Traffic Survey & Financial Data Available

(Continued from Page 1)

loadometer weighing stations were set up at locations selected as typical as to class of traffic from the 378 key stations and operated on the same schedule. At these stations commercial vehicles were weighed, commodities carried were checked, origin-destination interviews were held, and dimensions of trucks and tires determined. Approximately 30,000 commercial vehicles were classified in this manner.

This traffic survey started in February, 1940, and continued for a period of one year on a carefully pre-arranged schedule. A good picture of the average highway traffic of New Jersey for that year, which was unaffected by wartime conditions, was secured.

### Financial Survey

The Financial Survey covered four phases, the fiscal, motor vehicle allocation, road use, and road life studies.

The fiscal study assembled data as to the income, expenditures and debts of the State, counties and all governmental subdivisions to secure a general knowledge of the whole tax burden. These data were secured for the year 1938, that year being selected as typical. Tables have been compiled which cover this information and will be supplemented by data secured for subsequent years relative to highway expenditures and indebtedness in order that this information may always be up to date.

The motor vehicle allocation study was based on an analysis of a 25% sample of applications for 1939 motor vehicle registrations. The distribution between rural and urban areas; by locations within established population groups; type, manufacture and age of the motor vehicle registered, as well as the license fee paid, were among the information determined from this sampling and then expanded. This distribution was also used to obtain information relative to the direct contributions made by the several population groups of motor vehicle owners for highway purposes.

### Road Use Survey

Data for the road use survey were obtained through questionnaires distributed through the high schools of the State. The questionnaires were made out by the students through interviews with a motor vehicle owner in their family. In this manner some 100,000 interviews were obtained which were sampled down to approximately 20,000 for mechanical tabulation and analysis.

The data secured embraced type, make and age of vehicle, mileage driven during the preceding twelve months and the road system traveled during that time. To supplement these data, interviews were held with truck and bus fleet owners. These have been analyzed to ascertain the relative use of various highways in the State by residents of the several population groups. Through this comprehensive method, direct benefits derived by each group can be measured.

When used in conjunction with the allocation survey, it is possible to compare the proportionate benefits received with the contributions made by the several groups of highway users.

### Road Life Study

The road life study made use of the records of the Highway Department to show construction costs in all projects on the State Highway System each year from 1919 to 1942, as well as the type and nature of all construction and retirements of both bridges and roads.

From this information can be determined the probable average service life and the average roadway costs of the several types constructed.

This wealth of information is now available to the designers of the Department. Requests should be directed to Sigvald Johannesson, Chief of the Planning Bureau, at 148 West State Street, Trenton, or to Vincent Berberick, Engineer in Charge of Planning Survey, Highway Office Building, Junction Routes 21, 25 and 29, Newark.

## Miller Honored by Road Association

Named Vice-President at Oklahoma City Convention

Upon his return from a hurried trip to the American Association of Highway Officials Convention in Oklahoma City, Commissioner Miller received word that he had been elected to the position of vice-president of the first District, an area which includes New Jersey and neighboring states.

While speaking before the Convention, the Commissioner advocated immediate highway construction in areas where traffic congestion is causing great financial loss.

In discussing the problem of congestion, Commissioner Miller said, "The ultimate goal for which we are striving is the elimination of traffic congestion which today is paralyzing economic activity in certain sections."

"We realize that prudent expenditures of public moneys is most essential, but no investment will bring greater benefit to the general public than modern facilities for increasing the volume of highway transportation."

"New Jersey has made a careful analysis of the economic loss occasioned by accidents and congestion on a 21-mile section of Route 25, between Woodbridge and the Hudson River. This study reveals that the elimination of congestion will result in a saving of approximately \$5,000,000 a year."

## Receive Bids for Modernization of State Highway 25

Work Near Newark Will Include Construction of Five Overpasses

Bids were received on February 18th for the modernization of State Highway Route 25, (U. S. Route 1) from North Avenue, Elizabeth, to Port Street, Newark. This follows closely upon the announcement that the Federal Government had granted \$800,000 toward the prosecution of this work. The successful bidder was Charles F. Vachris, Inc., of Brooklyn, N. Y.

Plans call for the construction of two roadways for northbound traffic and two roadways for southbound traffic. This arrangement will provide separate roads for local and express travel in both directions, with the local roads flanking the express roads in each instance. The proposed construction will further provide a total of eight lanes rather than the four now used. All roads will be separated.

Other features of the construction over this 3.2 mile stretch of America's busiest highway will include:

1. Overpasses at Carnegie and Haynes Avenues, the scenes of many accidents during past years.
2. Separate overpasses for north and southbound cars at Route 25 junction with Routes 21 and 29.
3. Extension of Route 21 across the Newark Junction intersection to take southbound cars headed for Elizabeth.
4. An overpass for Route 29, westbound, over Route 21, southbound, which will eliminate the present weaving and congestion caused at this intersection.

Near North Avenue, Elizabeth, grading will be done to provide an intersection with legislated Route S-100, which will run from this point to the east, at some later date, to connect with Route 100. Paving of this intersection is not included in this contract.

Because of the great traffic volumes using this route, provisions in the contract provide for maintaining four lanes at all times during construction, for the use of the motoring public. This was necessitated by the fact that no satisfactory detour is available.

## PLANNING SURVEY

JOHN CHRISTIANO

The Highway Planning Survey is now starting a study of pavement types on all local rural roads in the State. Tabulation of information obtained from this Survey is being made by both the Public Roads Administration and the State Aid Division of the Highway. Two field parties have been assigned to the road mileage study. The work will be completed about July 1st. Ed Strack and Sid Laderman in North Jersey and Jerry Morris and John Christiano in South Jersey will do this work.

Dick Uth, late of the U. S. Navy, who was in the market for a good used car, has finally capitalized on his search. He is now the proud possessor of a 1937 vintage Chevrolet.

This Department is happy to welcome Jimmy Sehulster and John Meyer, both of whom spent considerable time overseas. Jimmy in the E.T.O. and John in the Pacific. Jimmy was attached to the Army Transportation Corps in a civilian capacity, with the assimilated rank of Colonel, while John served as an M.P. in the Infantry.

With most of the temporary help gone, the office is getting back to normal. However, one of them, Mrs. Savage, will not be unemployed, as she was married on February 2nd. The announcement took us so by surprise that we forgot to inquire who the lucky chap was. We all wish you lots of luck.

Maury Radus, Resident Engineer on some big road jobs in the Department, is this day learning the finer points of typewriter stenocling. Maury uses the "hunt and find" system, and says he can do eleven words a minute. And by the way, Maury is a proud papa these days, as his son, Clifford R., was discharged from the Army after three years and four months in the Signal Corps, serving as Radio Broadcasting Engineer for S. H. A. E. F. in Paris, and later Sound Recording Engineer at the Nuremberg Trials. He also was in the Battle of Normandy before going to Paris.

Hervey Doane anxiously scans the weather each day, as it has a bearing on his landscaping and gardening interests, subjects on which he is quite an authority.

We welcome to our ranks Albert Charette, recently discharged from the A.A.F. Ask him to tell you some of his trips making flying the "Hump" from India to China.

Joe Natalie is kept busy these days compiling information on the Internal Origin and Destination Survey. Joe spends many of his evenings bowling, and we are told he has a mean hook on the ball.

Lillian Russo is all smiles these days. The answer—a late model Pontiac.

Eather Petti has joined the hordes of house-seekers. If she doesn't locate a shelter soon, she'll have to try out the benches in the park.

Sid Laderman's mother is home from the hospital after an eye operation. We are glad to hear that the operation was a success and that she is on the road to recovery.

## Bowling League Standings

The following are the standings in the Highway Bowling League as of February 15th:

Team	W	L
Equipment	16	11
Electrical	16	11
Guards	15	12
Painters	15	12
Fernwood Office	13	14
Administration	12	15
Machine Shop	12	15
Inspection	9	8